

~~CONFIDENTIAL~~CLASSIFICATION ~~SECRET-CONTROL/US OFFICIALS~~COUNTRY Soviet Zone of Germany REPORTTOPIC Soviet Rail and Road Movements in the Soviet Zone of Germany

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT DATE OBTAINED DATE PREPARED 18 October 1950REFERENCES PAGES 11 ENCLOSURES (NO. & TYPE) REMARKS **RETURN TO CIA**

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Between 15 and 21 September 1950 only shipments of industrial or agricultural products passed through Kuestrin.

2. Two eastbound trains, each composed of about 60 converted boxcars and 3 kitchen cars, passed through Kuestrin on 21 September 1950. (1)
3. The following is a complete list of Soviet rail shipments passing through the Frankfurt/Oder freight yard from 21 to 27 September 1950:

ShipmentFrom-To and Date

Thirty-five tank cars
with benzol;

Brest Litovsk to
Völsen
21 September

Ten boxcars with mili-
tary goods;

Brest Litovsk to
Brandenburg
21 September

Two flatcars with 4
compressors;

Biesenthal to Brest
Litovsk
22 September

Two boxcars with motors
Koothen to Brest
Litovsk
22 September

Three boxcars
with military goods

Muellrose to
Eberswalde
22 September

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<u>Shipment</u>	<u>From-To and Date</u>
Six boxcars with military goods item No 16	Wilden to Strausberg 22 September
Twenty-seven boxcars with rations	Frankfurt/Oder to Satzborn 22 September
Two tank cars with benzol; [redacted]	Brest Litovsk to Velten 23 September
Two boxcars with toasted bread	Dresden to Eberswalde 23 September
One boxcar with military goods	Lieberose to Eberswalde 26 September
Fifty-eight boxcars with troops; shuttle-train No 24 001	Werbiger to Cottbus 26 September
Eleven boxcars with military goods; [redacted]	Brest Litovsk to Muellrose 27 September
Nineteen tank cars with fuel; [redacted]	Brest Litovsk to Velten 27 September
Two amphibious cars	Dresden to Ketschendorf 27 September
Three trucks	Wurzen to Strausberg 27 September

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4. Rail shipments from Brest Litovsk which were observed in Frankfurt/Oder between 21 and 27 September 1950 included:

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<u>Shipment</u>	<u>Destination</u>
Eighteen cars with ammunition	Wulkow
Nine cars with ammunition	Jamlitz
Twenty cars with ammunition and 21 trucks	Strausberg
Six cars with ammunition	Altenburg
Five cars with ammunition	Ketschendorf
Seven boxcars with makhorka	Frankfurt/Oder Supply Office

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5. Daily Soviet leave traffic through Frankfurt/Oder averaged 380 soldiers going to Brest Litovsk and 500 soldiers coming from Brest Litovsk during the period from 18 to 27 September 1950, and 200 and 300 respectively between 28 September and 1 October. The morning leave train was dropped from the schedule effective 28 September 1950. (3)
6. The unloading of troop trains coming from the Wustemark area started at the Delzig Railroad Station on 28 September 1950. There were rail traffic difficulties. Troops were also unloaded in Ziesar. (4)

7.

[redacted] Soviet general staff officers recently went on four rail motor cars along the Cottbus-Berlin, Cottbus-Leipzig-Halle and Cottbus-Dresden lines. They stopped three times on the open line between Cottbus and Berlin and made sketches while discussing the suitability of the sites for unloading operations. [redacted] the officers' work was preparatory to the unloading of troop trains on the open line. (5)

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8. On 25 September 1950 convoys of trucks, some towing guns, [redacted] passed through Wittstock and [redacted] drove toward Schweinrich. (6)

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9. On 26 September 1950 convoys of trucks [redacted] drove through Wittstock and proceeded toward Schweinrich:

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10. Convoys passing through Wittstock on 27 September 1950 and moving toward Schweinrich consisted of trucks [redacted]

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11. Troops with tanks were loaded in Wittstock and left toward Berlin on 26 September 1950. Civilian rail traffic was suspended for that day! (6)

12. On 1 and 2 October 1950 about 45 trucks [redacted] drove through Wittstock toward Pritzwalk. (6)

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Comments.

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- (1) Probably two of the seven shuttle-trains which were converted for troop transportation and assembled from 19 to 25 September 1950 [redacted]

Some of these shuttle-trains were also observed [redacted] standing in Lichtenberg. [redacted]

[redacted] it is believed that the train observed on the Werbig-Cottbus line on 26 September 1950 was one of them already returning from east. [redacted] a train takes an average of five or six days for a round trip between the Oder River and the Soviet-gauge track railroad stations of Insterburg and Brest Litovsk. The soldiers occupying the boxcars of the train were presumably recruits. It is thought that other shipments followed.

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(3)

(4)

(5) Probably reconnaissance of unloading sites for maneuver or mobilization purposes.

(6) The intensive convoy traffic and the loading of troops with tanks for shipment toward Berlin indicate the completion of the summer training period in the Wittstock maneuver area and the departure of troops to another area for final maneuvers. It is possible that these units may also participate in the fall maneuvers in the Magdeburg-Dessau-Wittenberg area in view of the observation of a component of the 18th Mecz Div on a train in Neuruppin on 28 September 1950 and the unloading operations in Belzig and Ziesar on 28 September 1950. [redacted] Half of the motor vehicle [redacted] belong to the 18th Mecz Div and the other half to the 9th Gds Tank Div. [redacted] components of the 18th Mecz Div practiced in the Wittstock-Schweinrich maneuver area throughout the summer of 1950.

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